

From the Desk of John Pearson:

Date: April 6, 2007

To: Alaska Department of Transportation & Public Facilities

From: John Pearson

Ref: Hyder Causeway and Trestle Project (STIP ID 17341)

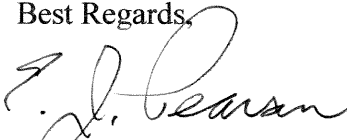
I cannot emphasize enough the need for the Causeway and Trestle project to be built as one capable of dealing with the demands of the future community of Hyder.

The Department must not take lightly the role Hyder will play in the Alaska Pipeline construction effort and as a terminal facility for the developing mining activity in British Columbia.

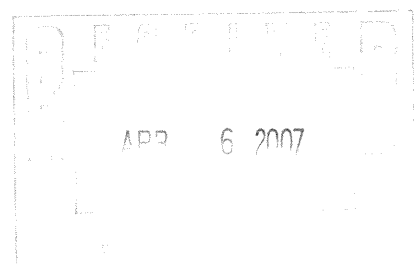
A major factor in the current interest of industry in Hyder is the unique Jones Act Exemption Hyder holds that is not available to any other Alaska facility.

The Hyder Board of Trade stands ready to assist the department in any manner we can to understanding the demands and future development actions ahead for Hyder and the Portland Canal.

Best Regards,



John Pearson
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Hyder Board of Trade Inc
Juneau Office .
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**A HYDER BOARD OF TRADE INC. RESOLUTION SUPPORTING STIP NEEDS
PROJECT 17341 AND REQUESTING, GOVERNOR PALIN, THE ALASKA
LEGISLATURE AND ALASKA DOT/PF TO MAINTAIN PROJECT DESIGN
AND CONSTRUCTION CRITERIA CAPABLE OF MEETING LONG TERM
COMMUNITY AND STATE OF ALASKA NEEDS WITHOUT EXCEPTION**

Resolution: 07-01

WHEREAS The Hyder Board of Trade ,Inc. represents the economic and community development interests of the community of Hyder as an organization composed of the primary employers, business interest and majority property owners of the community, and

WHEREAS Funding for reconstruction and replacement of the Hyder Causeway and Trestle has been included in the Capital Budget of Governor Palin after many years of effort by the Hyder Board of Trade and the local business community, and

WHEREAS Reconstruction and replacement of the causeway and trestle is viewed as essential for the future of the community, and

WHEREAS The current status of Hyder is that which the Denali Commission describes as a distressed unincorporated community, and

WHEREAS Any incorporated of a future City of Hyder will require the establishment of a stable local economic base, and

WHEREAS Past efforts of the Southeast Regional DOT/PF function to seriously recognize the importance of the unique geographical setting of Hyder in creation of a stable economic base has long been missing, and

WHEREAS Development of the Alaska Gasline Project brings an immediate demand for establishment of access and transportation infrastructure routes from tidewater to the project construction sites, and

WHEREAS The only three corridor access routes in Southeast Alaska will be available and are identified as being Hyder, Haines and Skagway by the project logistics planners, and

WHEREAS Utilization and development of the Port of Hyder has significant advantages unavailable at any other location in Alaska to receive foreign bottom vessels at tidewater of for the transfer of project pipe and supplies at tidewater to heavy duty tractors and trailers for travel onto the Cassiar Highway, and

WHEREAS A primary advantage of developing facilities at Hyder is found in the Jones Act Exemption given to Hyder and recognized by the U.S. Federal Government in the Carbotage Section of the Act under 46 App.U.S.C. 289b (2002), and

WHEREAS DOT/PF project 17341 develops a causeway access route to the deep water of Portland Canal, private sector initiatives will bring the need for significant attention to design engineering of STIP project 17341 from the standpoint of carrying capacity.

NOW THEREFORE, BE IT RESOLVED THAT: The Hyder Board of Trade Inc. is requesting the Alaska Department of Transportation and Public Facilities to move forward in the design and construction of the Hyder Causeway Reconstruction and Trestle Replacement project, with a facility of high engineering design integrity capable of meeting the following minimum future demands in usage:

- Capable of carrying the weight demands of the gasline pipe being transferred from marine vessels to tractor/trailers in various configuration
- Capable of carrying trucks and trailers with Canadian resources utilizing the port of Hyder to receive outbound marine cargo
- Capable of carrying the maximum allowable weight of a fully loaded 53' container vans
- Capable of handling the weight limits in the loading of any AMHS vessel
- Designed as a two lane facility

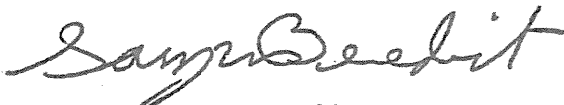
BE IT FURTHER RESOLVED THAT:

The Hyder Board of Trade Inc. urges DOT/PF to change the project sponsorship in the 17341 description to that of DOT/PF, as the sponsoring organization, and being appropriate in the case of a unincorporated community with various interest groups.

**ADOPTED BY THE HYDER BOARD OF TRADE, Inc BOARD OF DIRECTORS
ON APRIL 2. 2007.**

Witness:

Attest:



Gary M. Benedict, President



Anne Catron, Secretary